

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
MAY 3, 1999**

The work session began at 5:30 p.m. in the Public Safety Building Community Meeting Room.

Present: Mayor Tomei and Councilors Kappa, King, and Lancaster.

Staff present: City Manager Bartlett; Assistant City Managers Bennett and Richards.

Information Sharing

Councilor Kappa discussed the Fire Oversight Committee.

Councilor King asked the status of the Washington Street sidewalk situation, and **Bartlett** reported that M. Bennett was working with the property owners.

Councilor King discussed Council rules and setting clear guidelines regarding public input at work sessions.

The group had agreed at its April 4, 1999, work session to discuss Council rules and directed staff to research the background of earlier legislation. **Bartlett** said staff research had been inconclusive because the 1979 - 1980 minutes did not include any significant discussion that would indicate why certain sections of the ordinance were adopted. **Councilor Kappa** said he had contacted the ACLU for an outside opinion rather than going through the City Attorney on an inter-Council conflict. The group agreed to discuss the issue in more depth when all Councilors were present.

Bartlett provided the Council with a draft of the remaining 1999 Council agendas. The group felt it would be important to prioritize agenda items but remain flexible important, unanticipated issues. **Councilor Kappa** suggested giving the advisory boards and commissions more responsibility in the area of societal-wellness.

The group discussed the most recent Riverfront/Downtown Redevelopment Stakeholder meeting, and **Mayor Tomei** indicated she was very impressed with those providing input at that session.

Several people were present to discuss the proposed ordinance that would repeal the Traffic Safety and Transportation Board (TSTB). **Mayor Tomei** said she would accept written comments, and those wishing to speak during the Council's regular session could do so during the Audience Participation portion of

the agenda. TSTB members **Susan Stone** and **Julie Wisner** said they had hoped for a dialogue before any final decision was made, and Stone said Lancaster had suggested she attend this work session. **Helen Liere**, Alliance for Community Traffic Safety in Oregon (ACTS) Executive Director, was also present and agreed to submit written comments.

Tri-Met Service Proposal

Bob Stacey and **Phil Selinger** of Tri-Met provided the Council with preliminary information on transportation service improvements being developed since the voters rejected the South/North Light Rail in November 1998. Metro has held a series of meetings, or listening posts, to determine what kind of transportation solutions the public will support.

Stacey discussed Federal Transit Authority (FTA) funding that had been designated for light rail and could still be captured if corridor service improvements using bus connections were identified. There are portions of the light rail study that will prove valuable in developing a strategy. The City of Portland and Tri-Met will also provide funding.

Selinger said Tri-Met sees bus rapid transit as a possible solution and has been looking for a way to launch it. The FTA is very interested in demonstrating how bus transit can emulate light rail. After light rail failed, Tri-Met staff brainstormed on possible solutions. Selinger discussed the concept of a bus rapid transit network between downtown Portland and Milwaukie and branching to Oregon City and the Town Center. The final phase would be to connect Oregon City and Gateway via I-205. Milwaukie would be a key hub in this network.

The concept is to move busses as quickly as possible by working with land use and developing preferential traffic options. Stops would be farther apart and integrate with the community just as light rail stations do. In the future, there will likely be an HOV (high occupancy vehicle) treatment on McLoughlin Boulevard, shoulder treatment on Hwy. 224, and signal priority on Harmony Road to the Town Center. The I-205 connection between Oregon City and Gateway would probably have the more traditional HOV lane treatment.

There will also be some very important park-and-ride locations proposed for construction Phase 2 during 2002 and 2003. The Tacoma Street location is still being considered as it was in the South/North plan.

Councilor Kappa was concerned that once drivers got to the Tacoma park-and-ride, they would find it just as easy to continue taking their cars to downtown Portland.

Selinger said there is also a park-and-ride proposed in Gladstone. One issue would be whether these lots would be surface or structure parking. Oregon City has suggested it might be interested in a park-and-ride, and Linwood/Harmony is considered a strategic site. The two transit centers, Milwaukie and Clackamas Town Center, already exist. The third phase in fall 2004 will actually introduce HOV lanes.

Councilor King asked what kind of service was being planned for Sunnyside Road.

Selinger replied Sunnyside is currently on frequent service with four mini routes and extends to the Sunnyside Village Transit Center at about 140th Avenue.

Bartlett added that this concept built upon providing rapid service to Kaiser Permanente. The Town Center management has been clear that it does not want anything that would create a park-and-ride in its lots.

Mayor Tomei noted the draft discussion paper proposed developing an off-street Milwaukie Transit Center in 2002 - 2003.

Selinger stated that Tri-Met was working to integrate bus service into the McLoughlin Boulevard improvement plan.

Stacey commented that the potential for having HOV lanes on McLoughlin Boulevard was limited by the railroad overpass, and he discussed the viaduct problem on the north end of Martin Luther King Jr. Blvd. Tri-Met General Manager Hansen hopes to capture \$9 million for use in this corridor.

Metro Transportation Manager Cotugno is identifying how a regional transportation improvement plan might be programmed so that the Clackamas County portion has some assurances. Tri-Met and Metro are interested in a demonstration project that would show how bus service could act like light rail. The program will include a six to nine month community involvement process.

Councilor Kappa had some concerns with a park-and-ride located at Tacoma Street. He felt it would be important to have a transportation center in downtown Milwaukie with plenty of adjacent parking spaces.

Selinger said drivers downstream or those using Hwy. 224 would likely use the Tacoma park-and-ride, although the Southgate Theater site is another option.

Councilor King was not supportive of a park-and-ride in downtown Milwaukie.

Mayor Tomei was concerned that the Southgate Theater property was part of the redevelopment area.

Bartlett commented that the Tacoma location was included in the draft Final Environmental Impact Statement (FEIS). The existing overpass and cross movements would work well for a park-and-ride by capturing Johnson Creek Blvd. and Sellwood Bridge traffic.

Stacey said the Tacoma site is being considered based on the light rail study, but there has been no final decision.

Selinger added it was integral to the plan to have future flexibility to convert to another transportation mode. Good connections to the transit areas, such as continuous sidewalks, will prove to be very important.

Bartlett noted the North Clackamas Chamber of Commerce was drafting a letter supporting increased lighting, turn outs, sidewalks, and bike lanes in the McLoughlin Boulevard improvement design. He suggested Tri-Met schedule a briefing with the Chamber Land Use Committee in the near future.

Stacey said Tri-Met would be working with Metro on a comprehensive community process to develop a good design. The system will need to be cost effective and allow for continued service roll out. Metro agreed to be the coordinator but has yet to identify a specific timeframe. He indicated Tri-Met was ready to begin talks about the Milwaukie Transit Center.

Mayor Tomei directed staff, with Council concurrence, to set meeting dates to discuss the Milwaukie Transit Center relocation.

Councilor Kappa asked what would have to be done to get the Hawthorne Bridge considered in the Regional Transportation Plan (RTP) since there is already a rail connection there.

Stacey believed that would have to be an RTP amendment, and he understood the deck of the Hawthorne Bridge was reconstructed to handle street cars.

Bartlett suggested discussing it with Cotugno.

Councilor King asked Stacey to define Tri-Met's role with commuter rail.

Stacey understood that Washington County Commissioner Rogers had been pursuing the Wilsonville to Milwaukie line that would cross the Willamette River at Lake Oswego. Fred Hansen, Tri-Met General Manager, expects Tri-Met to be a partner in commuter rail and its operations.

Councilor King asked if Tri-Met was looking at jitney service.

Stacey said jitney, or local, service is often on a limited daily route and may be publicly or privately owned. Small busses on non-conventional routes may be the solution, but they are not cost-effective. Hansen is committed to developing bus lines in communities that feed into a transit center and then proceed to build regular local service.

Milwaukie Downtown Development Association (MDDA) Agreement

Bartlett said the existing agreement needed to be replaced before July 1, 1999, and he asked that he and the Mayor be authorized to negotiate the renewal.

Milwaukie is using the National Trust for Historic Preservation "Main Street" approach to downtown redevelopment. **Bartlett** discussed the Association's three-legged stool funding sources. These included a business license surcharge, economic improvement district, and a contract with the Association to provide economic stimulus to the downtown area.

He redrafted the existing agreement to be more specific in the areas organization, economic restructuring, promotion, design, and administration. The MDDA acts in an advisory capacity to the City.

Mayor Tomei was concerned that the draft contract was too specific in some areas, such as the requirement to sponsor at least two major community events per year in the downtown area. This kind of activity might not be financially viable for some reason.

Councilor Kappa said there needed to be some performance targets to judge the organization's success.

Bartlett suggested renegotiating the work plan on an annual basis.

Councilor King was comfortable with the basic outline; however, she suggested some leeway for situations, such as recruiting two arts and entertainment related businesses, that are outside the Association's control.

Bartlett suggested the Council ask for documentation of efforts to show that certain contacts were made. He discussed the Enterprise Zone agreement and work plan.

Councilor Lancaster saw the key issue as efforts being expended that produce nothing.

Councilor Kappa felt an economic development organization needed to produce, and it was time to see a return on investment.

Councilor Lancaster added this was not judgement on past efforts. He saw the City funding as seed money for specific projects.

Mayor Tomei did not disagree with the concept, but she felt too-specific language might set the Association or its director up for failure. She pointed out how much had been invested in efforts to strengthen communication with the community.

Councilor Lancaster felt quarterly reviews would indicate what MDDA business plan elements were or were not working. For example, not getting two niche businesses would not necessarily mean the contract would be terminated, but the City should have the option to terminate the contract for lack of performance.

Councilor Kappa said there needed to be some mechanism for identifying the City's expectations and measuring the Association's success without setting the organization up for failure. The bar should be raised just as it is for the City's appointed advisory boards. He suggested it might not be inappropriate to restructure the MDDA.

Councilor King felt this issue should be addressed during negotiations.

Councilor Lancaster said there were circumstances in which the City expected results, and he felt reasonable, attainable goals should be in the contract. The Council is looking at specific target activities for the MDDA in support of City-wide goals.

The group discussed dispute resolution for issues arising between downtown business owners, and **Mayor Tomei** pointed out that Clackamas County has a mediation program that might be more effective than a process handled by the MDDA.

Councilor Lancaster suggested language that would refer to the MDDA's supporting existing dispute resolution programs.

Councilor Kappa asked if there was any progress with downtown housing.

Bartlett discussed the downtown mixed use zone. The City would expect the MDDA Director and Board to act as ombudsmen for developers and provide them with information on the newly adopted zoning.

Councilor Kappa suggested measuring the MDDA's promotional activities in the area of mixed use development.

Bartlett said he and the Mayor would use recommendations from this work session as a starting point for discussion with the Association. He anticipated a revised draft for Council review that would better incorporate expectations.

Councilor Lancaster basically liked the draft agreement and noted that the Association had modified its last quarterly report in response to Council's request.

Bartlett added that the City Code establishes the City Council as the Urban Renewal Agency. He discussed the City's ability to package mixed use zoning and the riverfront/downtown and transportation projects. As an assessment district, the economic improvement district can take on other projects such as underground utilities and streetscapes on certain blocks without going to tax increment financing.

The work session ended at 7:20 p.m.

Pat DuVal, Recorder